



SafeRoadsMD

**PLEASE SUPPORT HB 55**  
**“Vehicle Laws – Speed Monitoring**  
**Systems – Residential Districts”**

## **MARYLAND COALITION FOR ROADWAY SAFETY, INC.**

### **URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 55**

February 3, 2026

TO:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org)  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

#### **Re: Request for a Favorable Review of HB 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts**

Dear Chair Korman, Vice Chair Guyton and Members of the Maryland House Environment and Transportation Committee:

On behalf of SafeRoadsMD (Maryland Coalition for Roadway Safety, Inc.), a statewide coalition of families, advocates, and professionals committed to reducing traffic deaths, serious injuries, and crashes, we respectfully urge a favorable report on House Bill 55, sponsored by Vice Chair Guyton.

Maryland residents continue to experience an unacceptably high level of roadway harm, with excessive speeding a persistent and well-documented contributor to crashes and fatalities—particularly on residential streets where people live, walk, bike, and play. In too many communities, dangerous speeding has become normalized, even as the consequences grow more severe for pedestrians, cyclists, and drivers alike.



Credit: Montgomery County Fire & Rescue Service 2026

**Maryland Coalition for Roadway Safety, Inc.**  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

**HB 55 offers a measured, commonsense response by applying statewide the authority to use speed monitoring systems on qualifying residential roads.** Specifically, the bill allows speed monitoring systems to be used on highways in any Maryland County residential district with posted speed limits of 35 miles per hour or less, provided those limits were established using generally accepted traffic engineering practices. **Importantly, HB 55 preserves local control: a speed monitoring system may only be used if authorized by the local governing body after reasonable public notice and a public hearing.**

**Already 42% of Maryland’s population and their counties benefit from county-level control over speed camera programs. (Please see page 3.)** SafeRoadsMD see no good reasons for discriminating against the remaining 58% of Marylanders in receiving local county management.

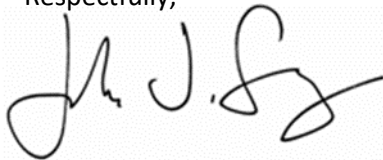
The bill does not mandate cameras, lower speed limits, or override local decision-making; it simply ensures that all Maryland communities have equal access to a proven safety tool already in use in parts of the state.

Just as importantly, **HB 55 targets only the most dangerous behavior.** Enforcement applies solely to vehicles traveling at least 12 miles per hour above the posted speed limit—conduct that clearly places others at serious risk. This focus underscores that the bill is about safety, not minor infractions.

We recognize that automated enforcement can raise questions about fairness, revenue, or privacy. These concerns deserve thoughtful consideration. However, Maryland’s experience shows that speed monitoring systems are among the most transparent and equitable forms of traffic enforcement. They operate consistently and without bias, reduce the need for traffic stops that can introduce risk for both drivers and officers, and have been shown to change driver behavior by reducing excessive speeding. The result is fewer crashes and safer residential streets—not revenue generation.

SafeRoadsMD strongly supports HB 55 and respectfully asks the House Environment and Transportation Committee to issue a favorable report. The bill aligns squarely with Vision Zero principles and reflects a responsible, locally accountable approach to preventing needless loss of life on Maryland’s residential roadways. We appreciate Delegate Guyton’s introduction of HB 55 as well as the Committee’s leadership and continued commitment to the safety of all Maryland road users.

Respectfully,

A handwritten signature in black ink, appearing to read 'John J. Seng', written in a cursive style.

John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee; SafeRoadsMD Board; Kevin Jackson  
addendum: County populations with and without local control of speed camera programs.

Addendum

42% of Maryland's population and their counties (highlighted in yellow) benefit from county-level control over speed camera programs. 58% of Marylanders do not benefit from local/county-level control (highlighted in green).

coun	population	areA	Pop % of state	
Montgomery County	1,082,273.00	507.00	17.3%	42%
Prince George's County	966,629.00	498.00	15.4%	
Anne Arundel County	602,350.00	588.00	9.6%	
Baltimore County	852,425.00	682.00	13.6%	58%
Baltimore City	568,271.00	92.00	9.1%	
Howard County	339,668.00	254.00	5.4%	
Frederick County	299,317.00	667.00	4.8%	
Harford County	265,514.00	527.00	4.2%	
Carroll County	177,108.00	452.00	2.8%	
Charles County	174,478.00	643.00	2.8%	
Washington County	157,228.00	468.00	2.5%	
St. Mary's County	116,469.00	611.00	1.9%	
Wicomico County	106,329.00	400.00	1.7%	
Cecil County	106,305.00	418.00	1.7%	
Calvert County	94,913.00	345.00	1.5%	
Allegany County	67,097.00	430.00	1.1%	
Worcester County	54,337.00	695.00	0.9%	
Queen Anne's County	53,688.00	510.00	0.9%	
Talbot County	38,244.00	477.00	0.6%	
Caroline County	34,248.00	326.00	0.5%	
Dorchester County	33,138.00	983.00	0.5%	
Garrett County	28,393.00	656.00	0.5%	
Somerset County	25,241.00	611.00	0.4%	
Kent County	19,557.00	414.00	0.3%	
<b>TOTALS</b>	<b>6,263,220.00</b>	<b>12,254.00</b>	<b>100.0%</b>	

Source: SafeRoadsMD analysis